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# **PHOTOGRAPHIC INTERPRETATION REPORT**



## **SOUTHEAST ASIA ACTIVITY REPORT**

### **SELECTED TRANSPORTATION AND INFILTRATION COMPENDIUM**

NPIC/R-119/67

JULY 1967

SUMMARY NO 52

**29 JUNE - 5 JULY 1967**

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## PREFACE

This report is a summary of selected information on transportation and infiltration activity in southeast Asia as reported by NPIC during the period indicated on the cover. Those lines of communication and associated facilities which support communist insurgency in Laos and South Vietnam are emphasized.

Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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ROAD STUDY, ROUTE 137/912

Included in this report is a detailed road study of North Vietnam/Laos Route 137/912. Previous road studies have been published on Laos Route 110 (Summary No 39, NPIC/R-53/67) and Laos Route 96 (Summary No 47, NPIC/R-99/67).

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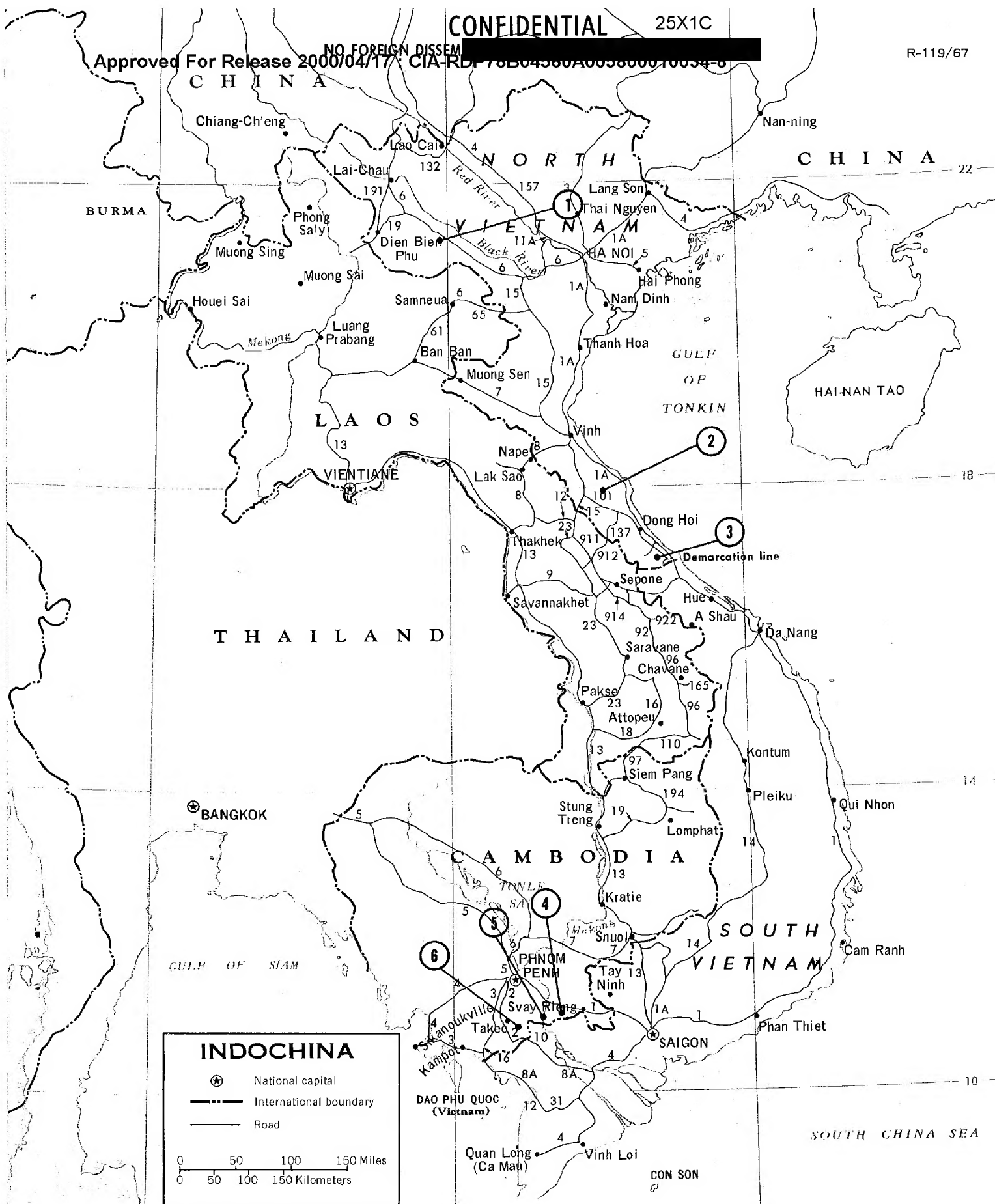
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R-119/67



INDOCHINA



National capital

International boundary

Road

0 50 100 150 Miles  
0 50 100 150 Kilometers

NAMES AND BOUNDARY REPRESENTATION

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NPIC L-8655

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1. Road Construction, Route 69 Area, North Vietnam

A road in early-to-middle stages of construction is observed extending generally southwest from Route 69 at 21-12N 103-57E (UTM [REDACTED] to the terminus of construction activity on a ridge at 21-09N 103-52E [REDACTED] (Figure 1).

25X1D [REDACTED]

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## NEW ROAD CONSTRUCTION

ROUTE 69

(Figure 1)

AMS SERIES L701H  
SHEET 575LH  
1ST EDITION 1965  
SCALE 1:50,000

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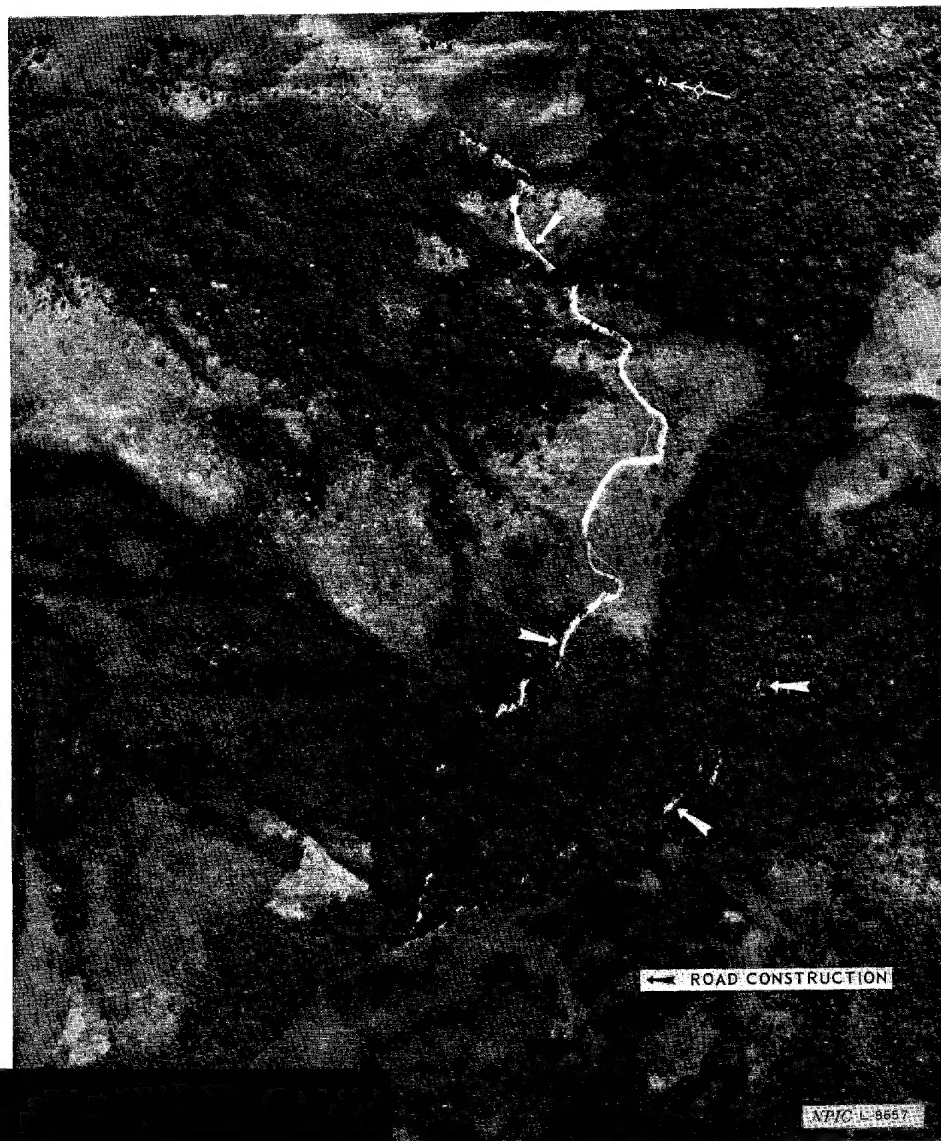
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FIGURE 1. ROAD CONSTRUCTION, ROUTE 69 AREA, NORTH VIETNAM

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2. Truck Park, Route 108, North Vietnam

25X1D A truck park is located approximately 150 yards south of Route 108  
at 17-57N 106-13E (UTM [REDACTED]). Two buildings and five trucks are  
observed in the area (Figure 2). Trenching and six AW/AA positions are  
25X1D nearby at [REDACTED]. Numerous other parking areas are observed along  
this segment of Route 108, which is undergoing continued improvement.

25X1D [REDACTED]

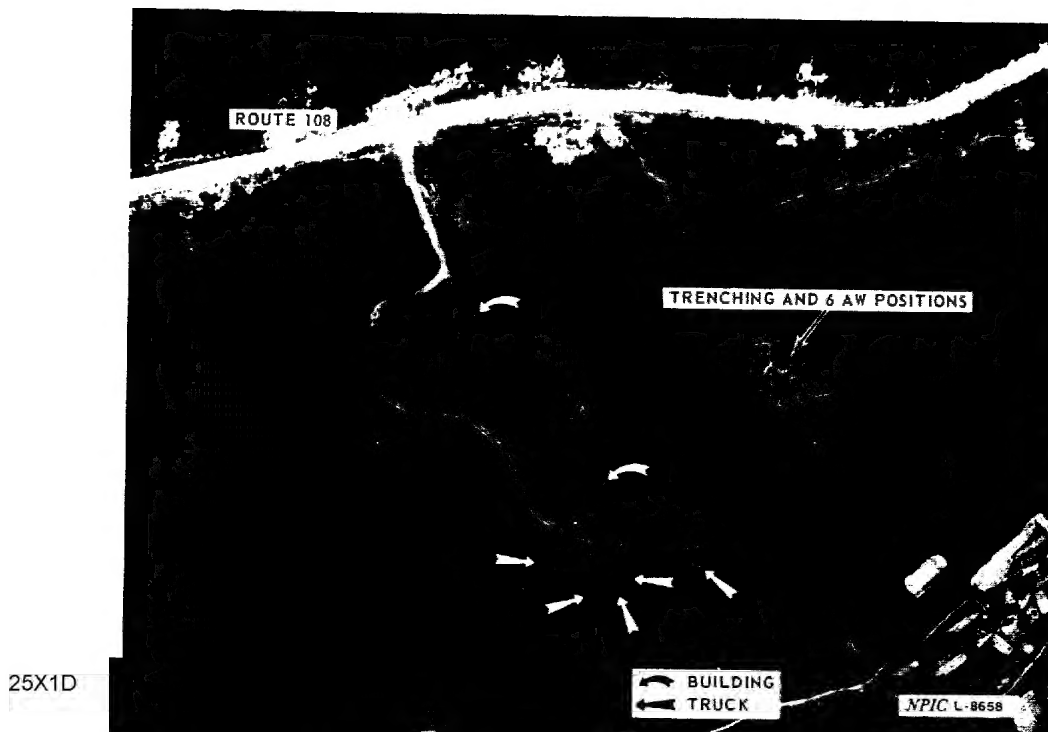
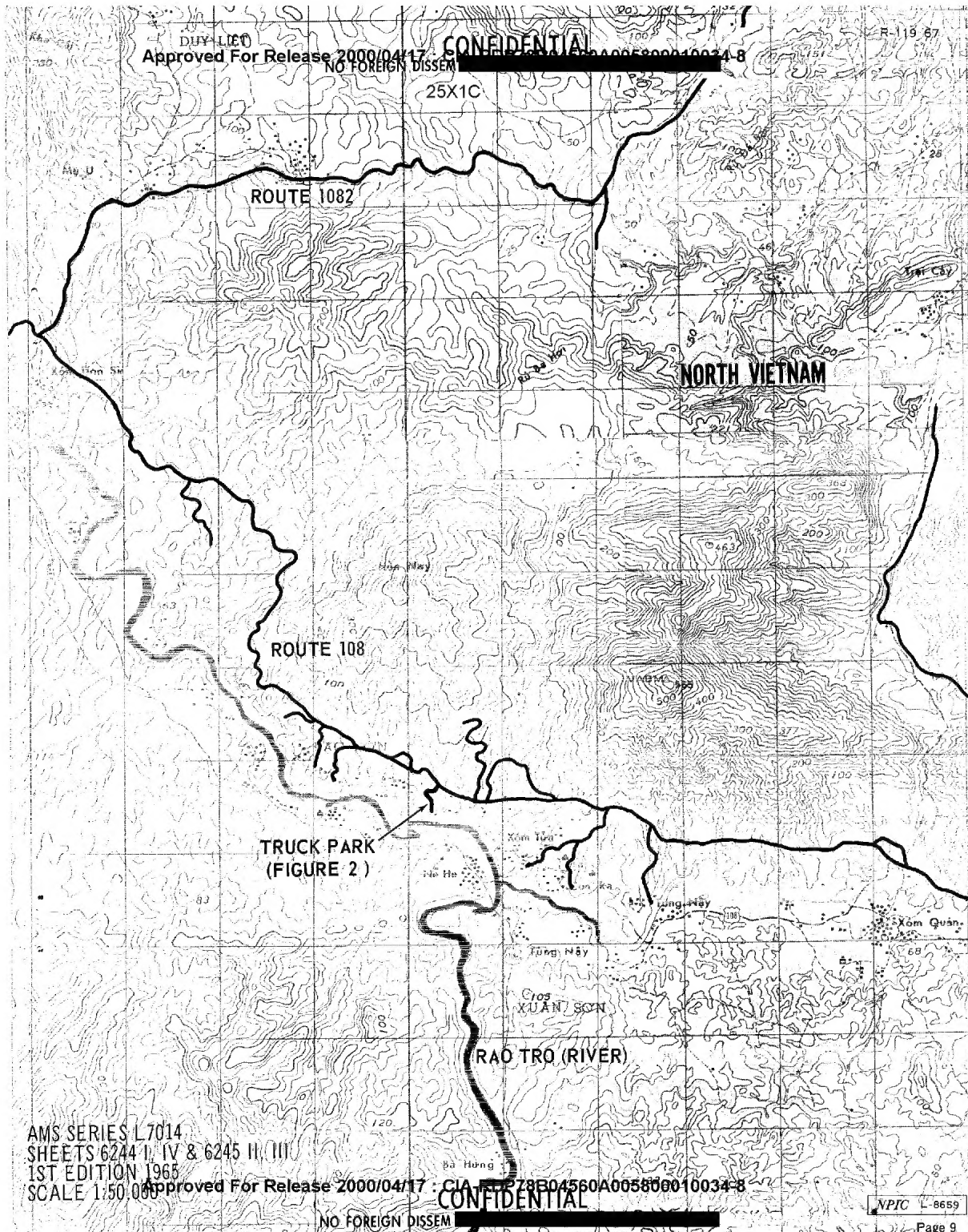


FIGURE 2. TRUCK PARK, ROUTE 108, NORTH VIETNAM



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3. Transshipment Point, Ben Xe (River), North Vietnam

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25X1D  
25X1D

A small transshipment point is located on the northwest bank of the Ben Xe (River) at 17-02- [REDACTED] N 106-57- [REDACTED] E (UTM [REDACTED]), approximately 2.5 nm northeast of Ben Quang. An access road connects the area with Route 101 at [REDACTED]. Unidentified material is being unloaded from one of two trucks in the area and five large canoes are moored nearby (Figure 3).

25X1D

25X1D

[REDACTED]

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ONLY MAJOR ROUTES ARE DEPICTED

NORTH VIETNAM

BEN XE (RIVER)

BEN QUANG

TRANSSHIPMENT POINT (FIGURE 3)

ROUTE 1A

ROUTE 101

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AMS SERIES L 7014  
SHEET 6393 II  
1ST EDITION 1965  
SCALE 1:50,000

NPIC L-8660

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ONLY MAJOR ROUTES ARE DEPICTED

**NORTH VIETNAM**

~~ROUTE 101~~

BEN XE (RIVER)

TRANSSHIPMENT POINT  
(FIGURE 3)

**BEN QUANG**

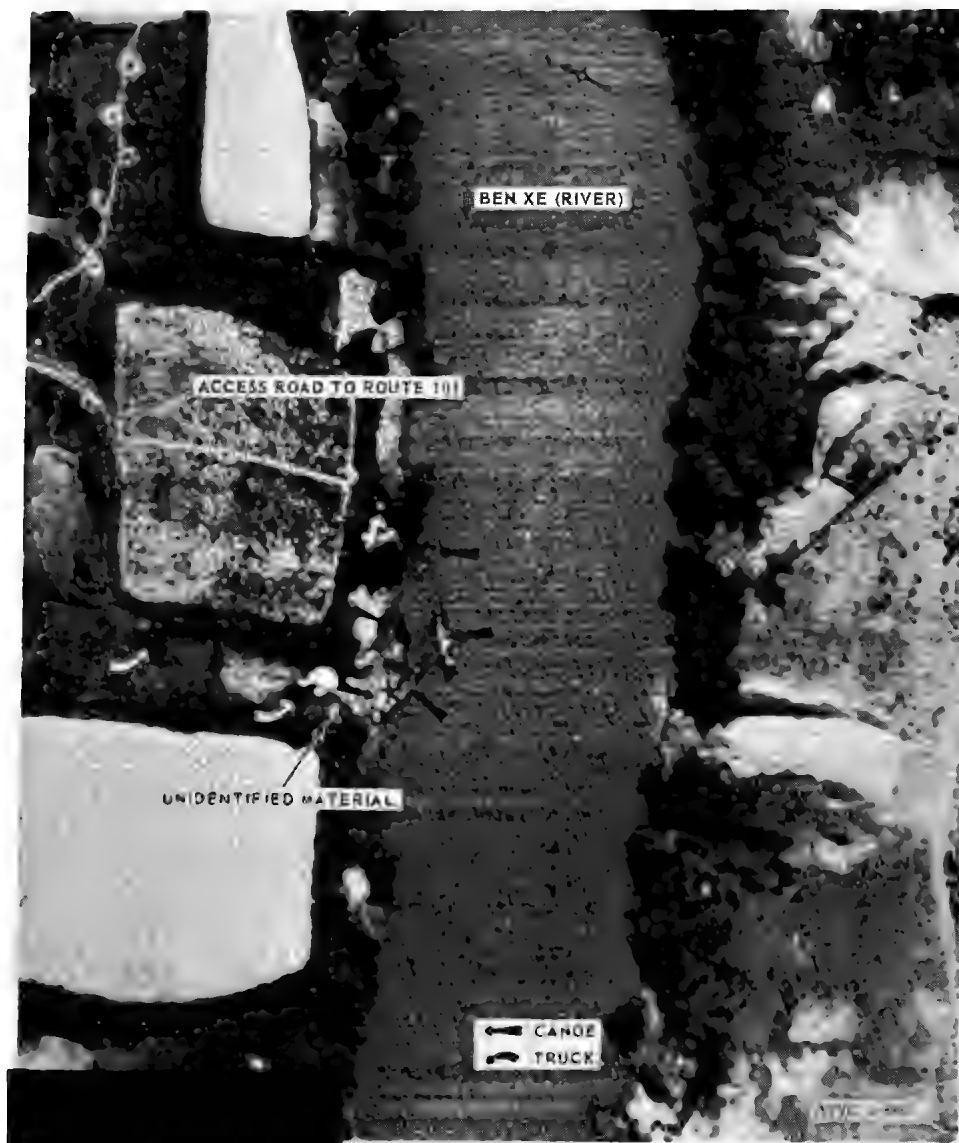
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FIGURE 3 . TRANSSHIPMENT POINT, BEN XE (RIVER), NORTH VIETNAM

4. Probable Insurgent Activity, Svay Rieng Province, Cambodia

A concentration of probable insurgent activity is located in Cambodia along the Prek Kampong Snay (river) in the vicinity of 11-01N 105-45E, adjacent to the Cambodia/South Vietnam Border, approximately 3.7 nm southwest of Svay Rieng (Figures 5 through 7).

25X1D A probable insurgent bivouac area at UTM [REDACTED] contains at least 2 buildings within a heavily wooded area surrounded by numerous foxholes and trenches. Trails extend south from the area to the Prek Kampong Snay (river) which forms the Cambodia/South Vietnam Border. A pontoon bridge at [REDACTED] allows passage across the river into South Vietnam where multiple trails extend parallel to the river, terminating within a heavily defended area containing numerous foxholes, trenches, and row crop agriculture. 25X1D

25X1D A second probable insurgent bivouac area, approximately 2.4 nm southwest at [REDACTED], contains an elaborate perimeter defense system including numerous foxholes and trenching (Figure 4). Additional defenses and row crop agriculture are located immediately south on the adjacent river bank in South Vietnam. Recent bomb craters are in the immediate area.

25X1D [REDACTED]

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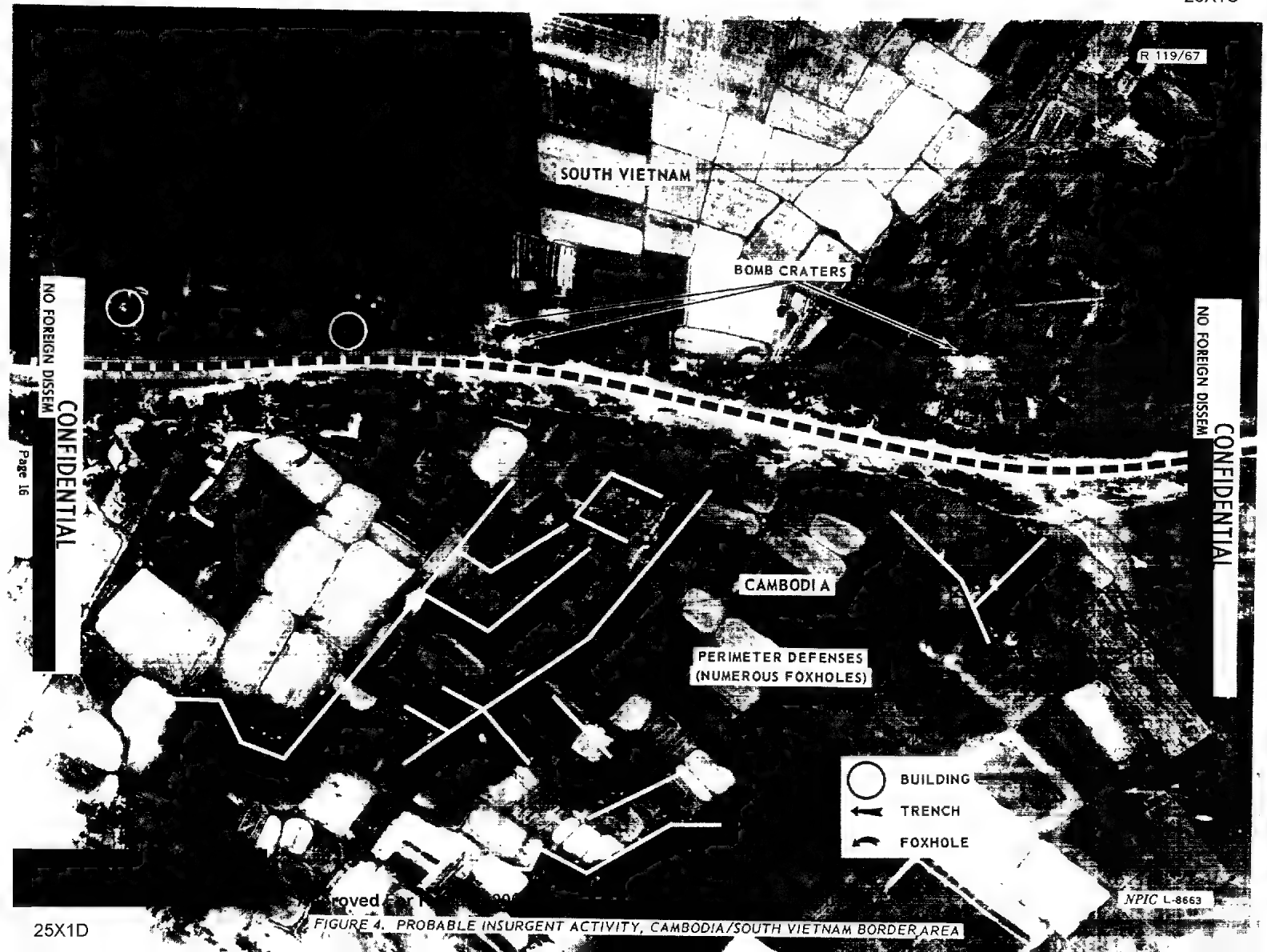
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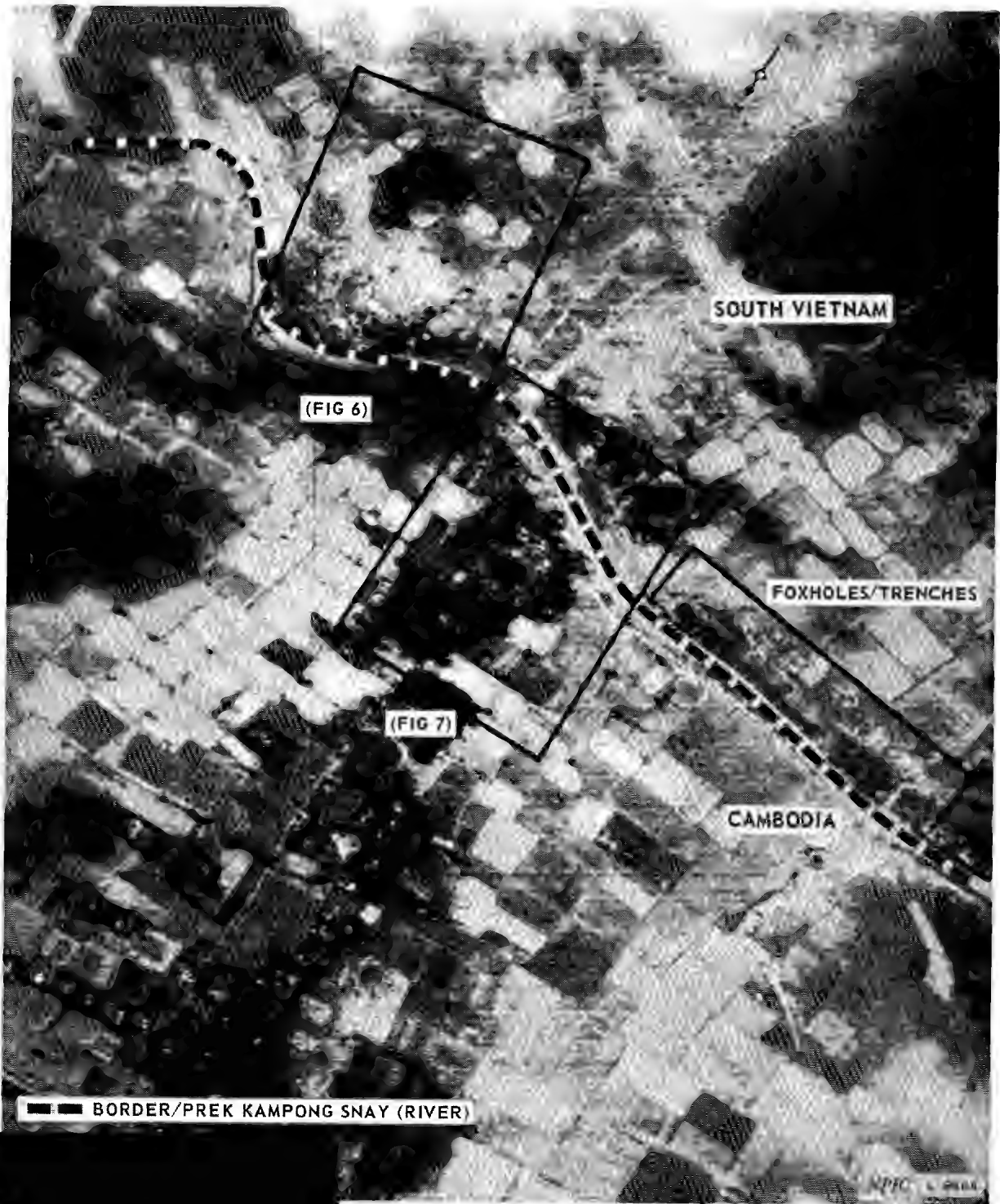
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25X1D

FIGURE 5. PROBABLE INSURGENT ACTIVITY, CAMBODIA/SOUTH VIETNAM BORDER AREA

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R-119/67

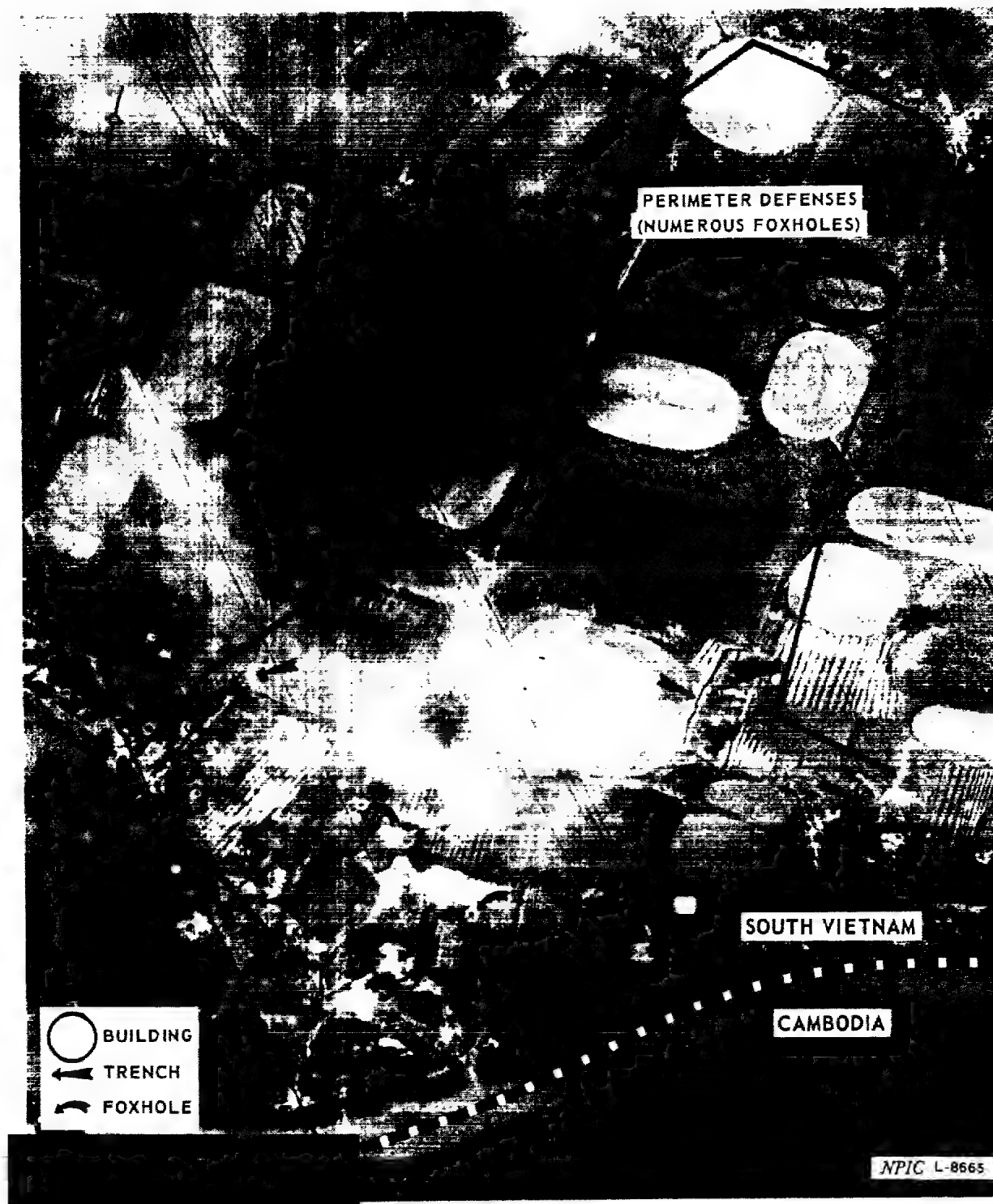


FIGURE 6. PROBABLE INSURGENT ACTIVITY, SOUTH VIETNAM-CAMBODIA BORDER AREA

25X1C

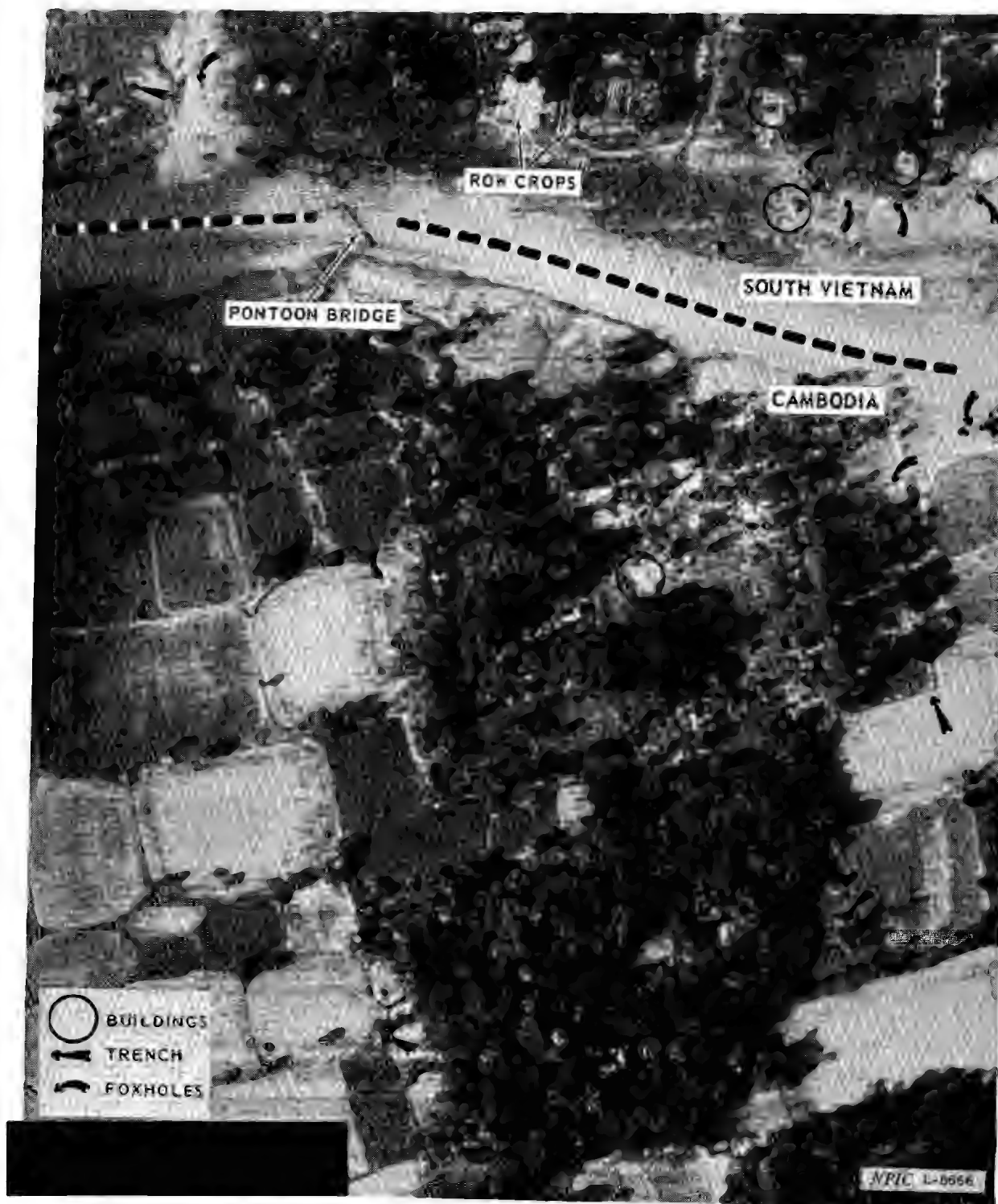


FIGURE 7. PROBABLE INSURGENT ENCAMPMENT, CAMBODIA/SOUTH VIETNAM BORDER AREA

5. Probable Insurgent Support Area, Ph Kandal, Cambodia

A concentration of probable insurgent activity is located immediately north of the Cambodia/South Vietnam Border in the vicinity of 10-55N 105-22E, approximately 6 nm north of Hong Ngu, South Vietnam.

A total of at least 98 buildings with approximately 42 shed-type structures, several foxholes, trenches, and possibly associated row crop agriculture have been identified dispersed along a major infiltration trail and centered in two former Cambodian villages at the following UTM coordinates: Ph Tuol Leav, (Figure 9); Ph Tuol Kanoal (1), (Figure 10); and at (Figure 11), and (Figure 12). The scattered defense positions, lack of building continuity, and associated row crop agriculture are incompatible with the static life characteristic of native habitancy and indicate probable occupation by insurgent cadre.

25X1D  
25X1D  
25X1D

Six buildings located within a possible Cambodian border post at appear active; however, lack of vehicular access to this area and general deterioration of defenses may indicate the possible abandonment of this installation by Cambodian personnel (Figure 12).

Within the immediate village areas at least 215 water buffalo are observed. Herds of this size are incongruous in this area of sparse indigenous agriculture and indicate the activity is probably in support of insurgency.

The normal village pattern of Ph Don At (1) is easily contrasted to the probable insurgent support activity (Figure 8).

25X1D



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FIGURE 8. NORMAL VILLAGE PATTERN, PH DON AT, CAMBODIA



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AREA A

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- FOXHOLES
- ↑ WATER BUFFALO
- └ TRENCH

NPIC L 8663

AREA 62 PERMANENT BASE AREA, CAMBODIA/SOUTH VIETNAM BORDER AREA

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25X1C

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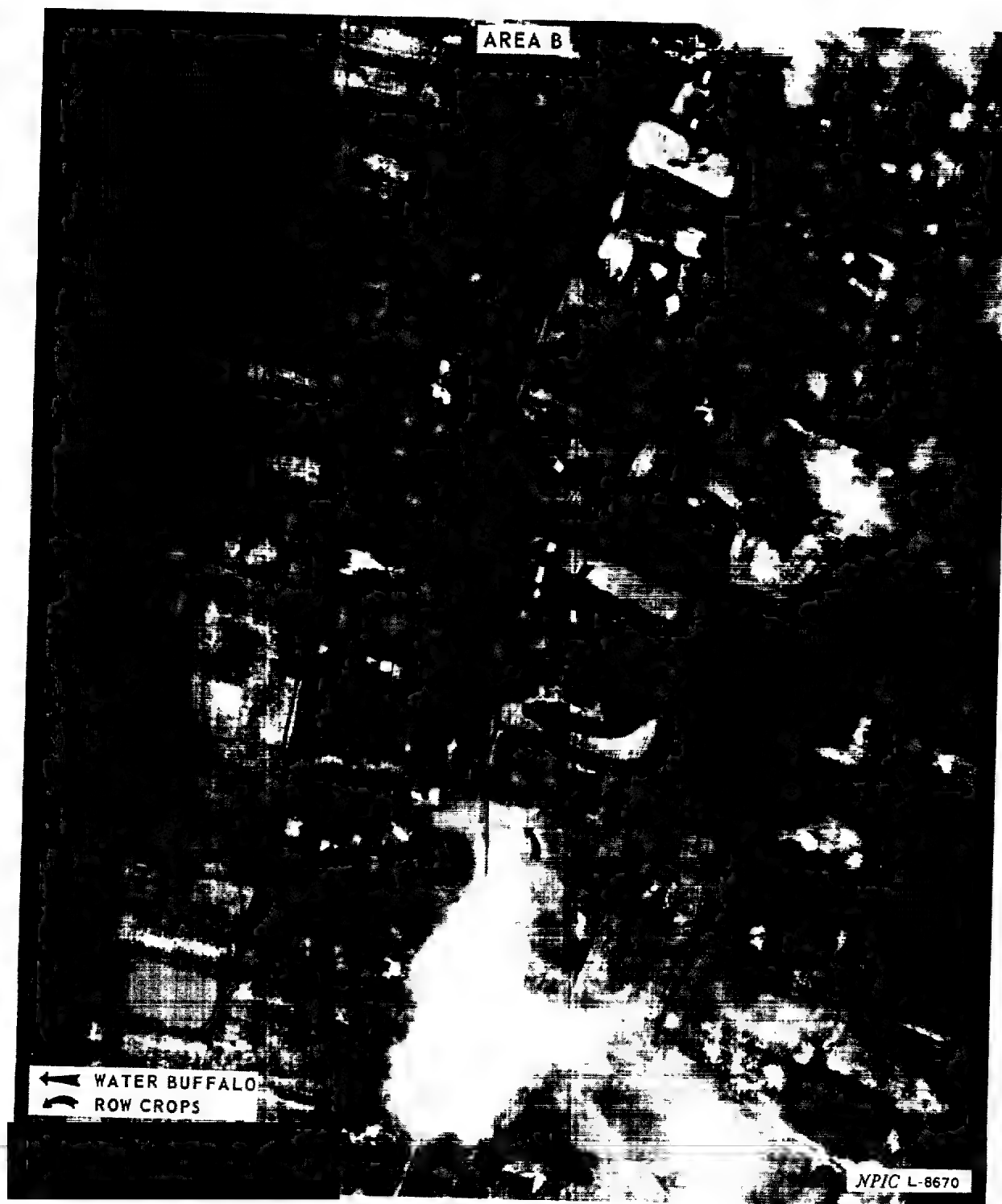


FIGURE 10. PROBABLE INSURGENT BASE AREA, CAMBODIA/SOUTH VIETNAM BORDER AREA

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FIGURE 11. PROBABLE INSURGENT BASE AREA, CAMBODIA/SOUTH VIETNAM BORDER AREA



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FIGURE 12. PROBABLE INSURGENT TRANSSHIPMENT AREA, CAMBODIA/SOUTH VIETNAM BORDER AREA

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6. Probable Insurgent Base Area, Tonle Bassac (River), Cambodia

A probable insurgent base area is located in the vicinity of 10-55N 105-03E, adjacent to the Cambodia/South Vietnam border, approximately 2.9 nm southwest of the Tonle Bassac (river).

A probable insurgent encampment at UTM [REDACTED] contains at least 5 buildings within a swampy area. Numerous trails extend east toward a probable headquarters/support area (Figure 17). A second probable encampment, approximately 1,200 yards northwest of the border at [REDACTED] contains at least 2 buildings surrounded by foxholes, trenches, and has 4 AW/AA positions (Figure 19).

A probable storage area immediately north of the encampment at [REDACTED] contains at least 3 buildings with foxholes located immediately south (Figure 16).

A probable insurgent headquarters/support area, at the village of Ap II ([REDACTED]) inside South Vietnam approximately 200 yards east of the border, contains at least 4 large support buildings, 37 smaller support buildings, and 1 AW/AA position within a perimeter of trenches completely surrounding the area (Figure 13). Additional perimeter defenses include 2 possible AW/AA positions, immediately south at [REDACTED], and numerous foxholes immediately southeast at [REDACTED] (Figure 14) and northwest, inside Cambodia, at [REDACTED] (Figure 15). A Cambodian Border post is located at [REDACTED] (Figure 18).

[REDACTED]

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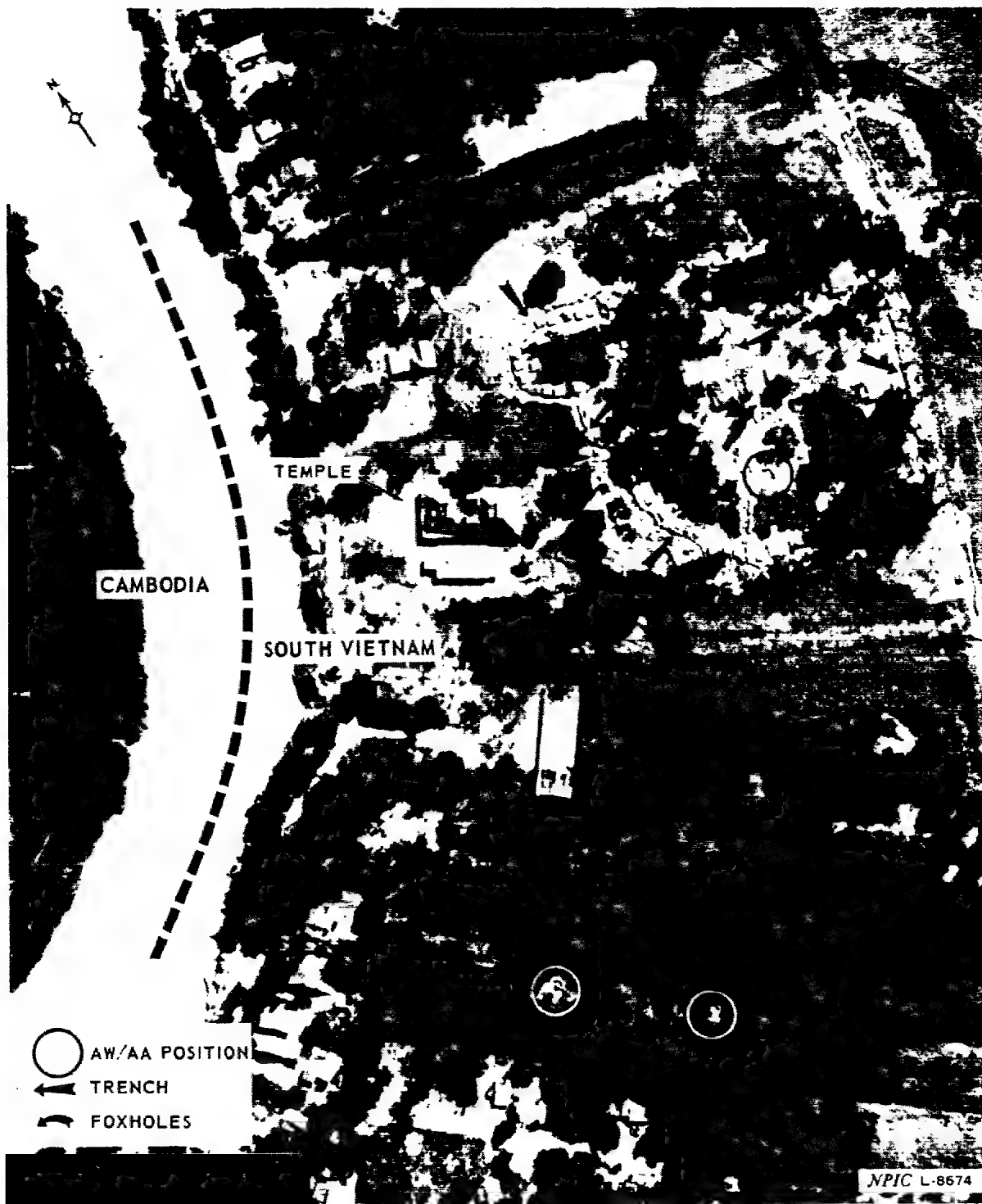


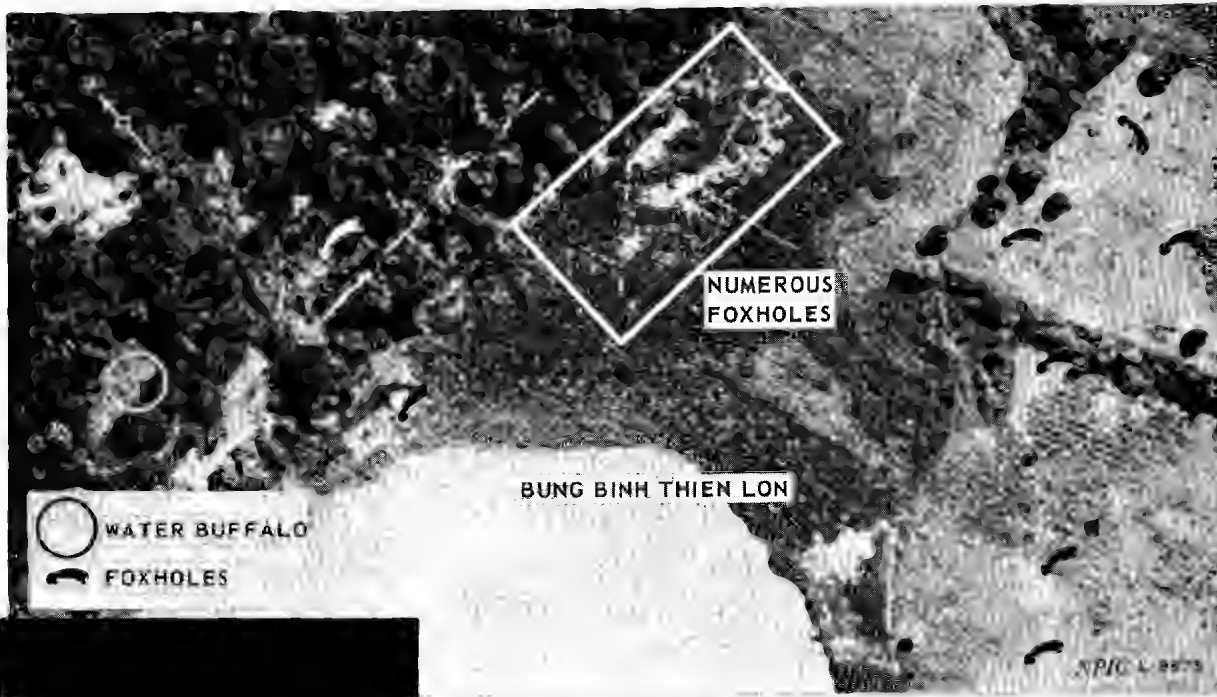
FIGURE 13. PROBABLE INSURGENT HEADQUARTERS SUPPORT AREA,  
SOUTH VIETNAM/CAMBODIA BORDER AREA



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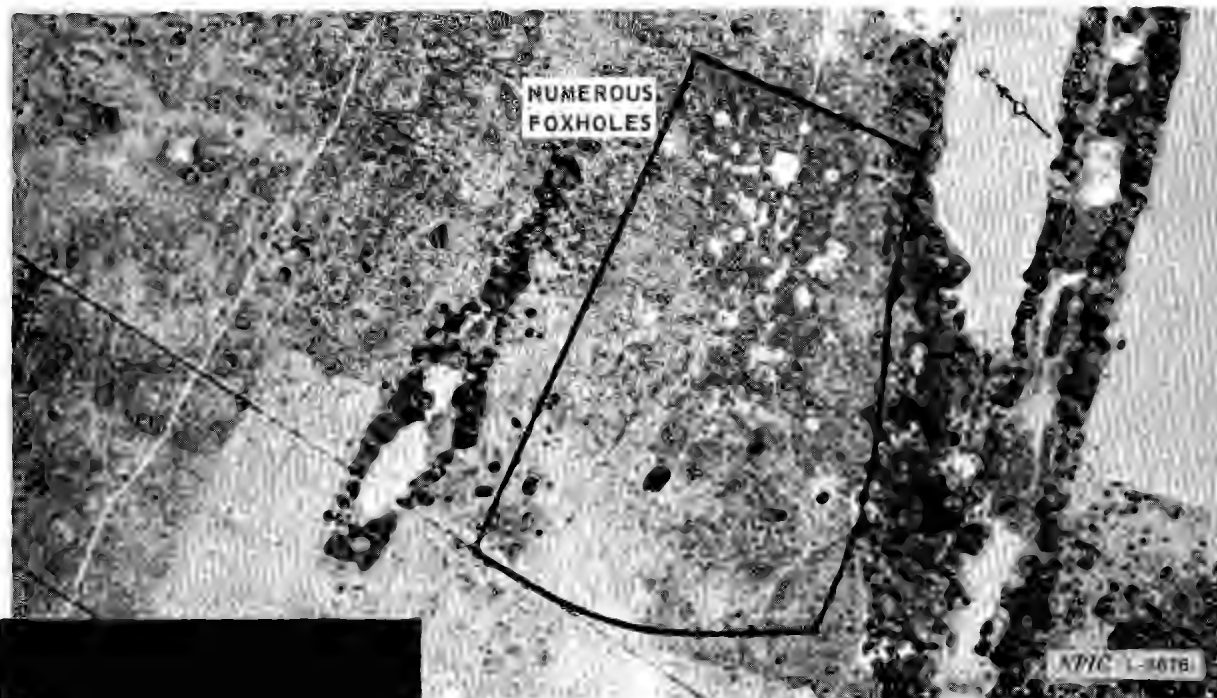
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25X1D

FIGURE 14. PERIMETER DEFENSES, SOUTH VIETNAM



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FIGURE 15. PERIMETER DEFENSES, CAMBODIA

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FIGURE 16. PROBABLE INSURGENT STORAGE AREA, SOUTH VIETNAM/CAMBODIA BORDER AREA

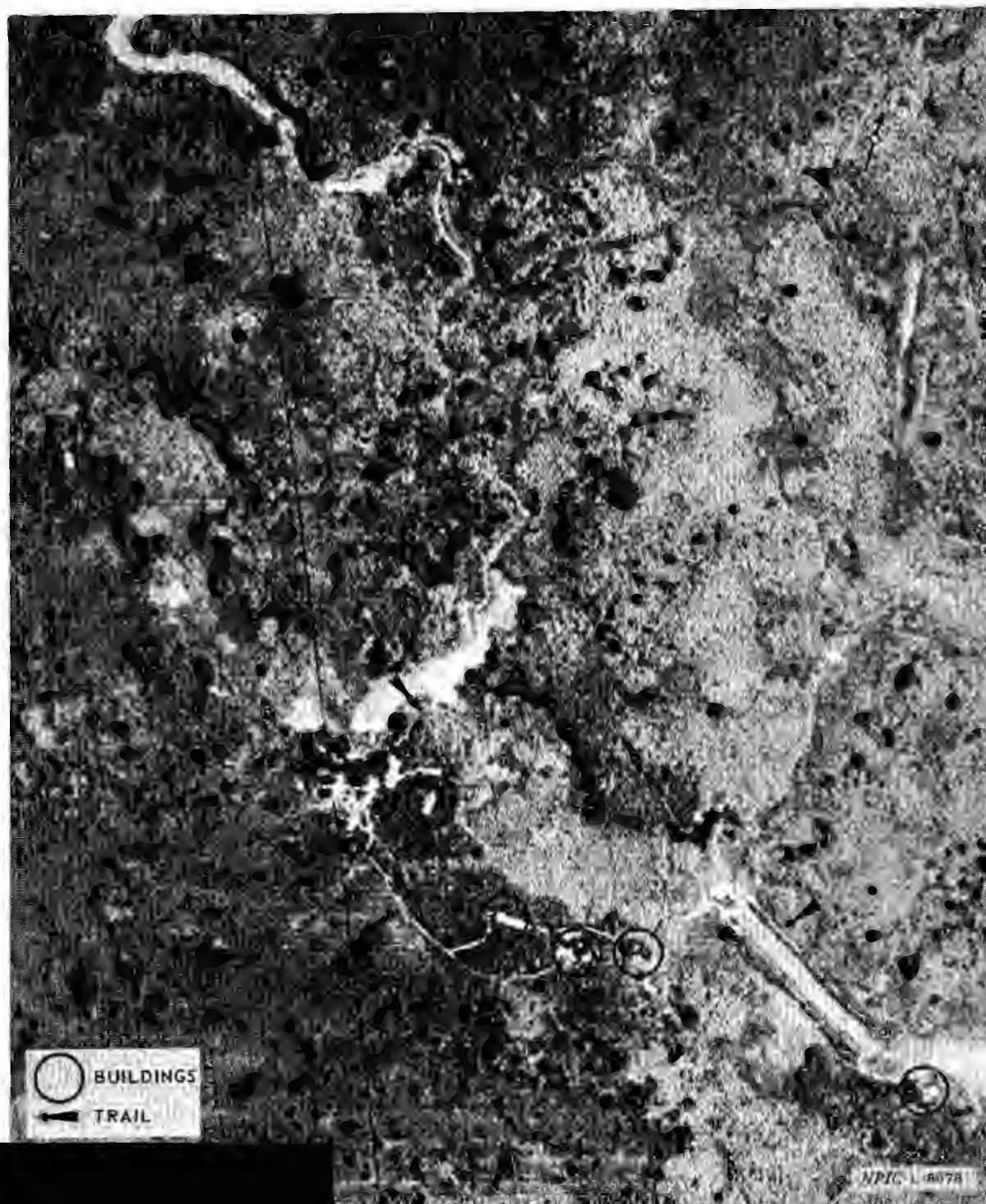


FIGURE 17. PROBABLE INSURGENT ENCAMPMENT, SOUTH VIETNAM/CAMBODIA BORDER AREA



25X1D

FIGURE 18. CAMBODIAN BORDER POST, SOUTH VIETNAM-CAMBODIA BORDER AREA



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TRAIL

13-119/67

HEAVILY-USED TRAIL

TRAIL

25X1C

TRAIL




-  BUILDINGS
-  AW/AA
-  TRENCHES FOXHOLES

FIGURE 19. PROBABLE INSURGENT ENCAMPMENT SOUTH VIETNAM/CAMBODIA BORDER AREA  
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ROAD STUDY, ROUTE 137/912, NORTH VIETNAM/LAOS

Route 137/912 is a 63.5 nm road through a southern portion of North Vietnam and the east central Laotian Panhandle. The road, designated Route 137 in North Vietnam and Route 912 in Laos, extends from a Route 101 by-pass at 17-35N 106-17E (UTM [REDACTED]) near Phong Nha, North Vietnam, to 17-03N 105-57E (UTM [REDACTED]) in Laos. Originally constructed as an alternate to the Mu Gia Pass Supply Route, the road now appears to be a major logistics link in the flow of materiel and personnel from North Vietnam into, and through, Laos.

25X1D  
25X1D

The road, approximately 10 feet wide, traverses an area of predominantly mountainous topography with many steep hills and karst outcrops, resulting in difficult grades and frequent switchbacks. The dense evergreen forest receives over 100 inches of rainfall each year. Fine grained soils, mainly deep friable clay and clayey silt, cover the area and rock types include limestone, sandstone, and some slate and conglomerate.

Even though this border area was previously only sparsely populated by the Moi, there has been a noticeable decrease in the size and number of native villages since the road was complete. The typical pattern is now 1-6 buildings maintained at a village site connected to the road by an active trail.

The importance attached to this route by the Communist forces is evident in their attempt to maintain its serviceability. One or more road improvement techniques -- sanding or corduroying the road surface, reinforcing the shoulders, or utilizing drainage ditches -- have been observed along almost its entire length and generally provide an all-weather capability. Interdiction craters are rapidly repaired by an apparently large labor force stationed in the area.

25X1D



The alignment of Route 137/912 as presented on the accompanying maps has been derived from stereoscopic photographic interpretation and is as correct as possible within the limitations of available topographic detail.

Only facilities showing recent activity have been included. The UTM coordinates, from north to south, and composition of each of the 50 identified facilities follow:

Route 137, North Vietnam

- 25X1D 1. Aggregate Pits, [REDACTED] short access road to each area (Figure 20).
- 25X1D 2. Truck Park, [REDACTED] 2 access roads to parking loop.
- 25X1D 3. Truck Park Complex, [REDACTED] 1 long and 3 short parking lanes (Figure 21).
- 25X1D 4. Probable Rest and Refuel Area, [REDACTED] at least 2 partially concealed buildings, heavy track activity under tree canopy, and an access road.
- 25X1D 5. [REDACTED]
- 25X1D 6. Truck Park, [REDACTED] single loop road; [REDACTED] single parking lane.
- 25X1D 7. Truck Park, [REDACTED] heavy vehicular tracking under tree canopy, 0.5 nm access road (Figure 22).
- 25X1D 8. Truck Park, [REDACTED] single parking lane near stream.
- 25X1D 9. Truck Park, [REDACTED] single parking lane.
- 25X1D 10. Truck Park, [REDACTED] divided parking lane, one branch has turning loop.
- 25X1D 11. Truck Park, [REDACTED] single parking lane on each side of road.
- 25X1D 12. Truck Park, [REDACTED] extremely wide parking lane.
- 25X1D 13. Truck Park, [REDACTED] 1 short parking loop east of road, 2 longer parking lanes west of road (Figure 23).
- 25X1D 14. Probable Rest and Refuel Area, [REDACTED] at least 3 partially concealed buildings, recent ground scarring, and an access road (Figure 24).
- 25X1D 15. Truck Park, [REDACTED] single parking loop.
- 25X1D 16. Suspect Bivouac Area, [REDACTED] at least 2 partially concealed buildings, heavy tree cover, and a well-used trail.
- 25X1D 17. Truck Park, [REDACTED] single parking lane.
- 25X1D 18. Truck Park, [REDACTED] single parking lane.
- 25X1D 19. Truck Park, [REDACTED] single parking lane (Figures 25 and 27).
- 25X1D 20. Truck Park Complex, [REDACTED] 7 short vehicular pull-offs and 3 AW/AA positions (Figure 26).
- 25X1D 21. Possible Military Camp, [REDACTED] trail through 3 AW/AA positions into village (at [REDACTED] with trenching and 1 building maintained).
- 25X1D 22. Truck Park, [REDACTED] single parking lane.
- 25X1D 23. Truck Park, [REDACTED] single parking lane (Figure 30).
- 25X1D 24. Truck Park, [REDACTED] short divided road.



- 25X1D 25. Truck Park, [REDACTED] single parking lane.  
Route 912, Laos
- 25X1D 26. Suspect Refueling Area, [REDACTED] approximately thirty 55-gallon  
POL drums scattered along the road. No additional facilities  
observed.
- 25X1D 27. Truck Park, [REDACTED] short parking lane.
- 25X1D 28. Truck Park, [REDACTED] single parking lane (recently bombed).
- 25X1D 29. Possible Bivouac Area, [REDACTED] extensive trail activity into  
tree-covered karst area.
- 25X1D 30. Defense Positions, [REDACTED] access road extends from Route 912  
at [REDACTED] to Ban San (2 buildings maintained) at [REDACTED]  
and on to an unoccupied AW/AA site.
- 25X1D 31. Defense Positions, [REDACTED] 4-position AW/AA site, unoccupied.
- 25X1D 32. [REDACTED]
- 25X1D 33. Truck Park, [REDACTED] single parking lane with several parking  
slots at the base of a karst hill. Area has been subjected  
to air strikes (Figure 31).
- 25X1D 34. Road Construction, [REDACTED]: middle-stage road  
construction [REDACTED]  
(Figures 32 and 33).
- 25X1D 35. Cable Bridge, [REDACTED] at least 2 taut cables across the  
Nam Ta Le (stream), probably unserviceable (Figure 32).
- 25X1D 36. Constructed Ford, [REDACTED] serviceable ford across the Nam  
Ta Le (stream). Northern approach has been recently bombed  
(Figure 32).
- 25X1D 37. Truck Park, [REDACTED] short parking lane (Figure 32).
- 25X1D 38. Truck Park, [REDACTED] short parking loop (Figure 32).
- 25X1D 39. Truck Park, [REDACTED] short parking lane on each side of road.
- 25X1D 40. Truck Park, [REDACTED] parking loop with short extension.
- 25X1D 41. Truck Park, [REDACTED] single parking lane along base of karst  
area.
- 25X1D 42. Truck Park Complex, [REDACTED] single parking lane north of  
Route 912; [REDACTED] parking loops; [REDACTED]  
and [REDACTED] single parking lanes south of Route 912.
- 25X1D 43. [REDACTED]
- 25X1D 44. Truck Park, [REDACTED] single parking lane.
- 25X1D 45. Truck Park, [REDACTED] single winding parking lane.
- 25X1D 46. [REDACTED]
- 25X1D 47. Truck Park, [REDACTED] single parking lane.

- 25X1D 48. Truck Park, [REDACTED]: single parking lane.  
25X1D 49. Truck Park Complex, [REDACTED] 12 single parking  
lanes, 3 terminating in parking loops, and 1 elongated loop  
road with extension. Area under heavy tree canopy (Figures  
34 and 35).  
25X1D 50. Probable Truck Park, [REDACTED] vehicle tracks through open  
field.

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ROUTE 101

(SEE MAP, PAGE 43)

ROUTE 137

(SEE MAP, PAGE 47)

(SEE MAP, PAGE 55)

ROUTE 912

ROUTE 911

ROUTE 9112

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AMS SERIES JOG 1501  
SHEETS NE 48-11 48-15  
1ST AND 2ND EDITIONS 1965  
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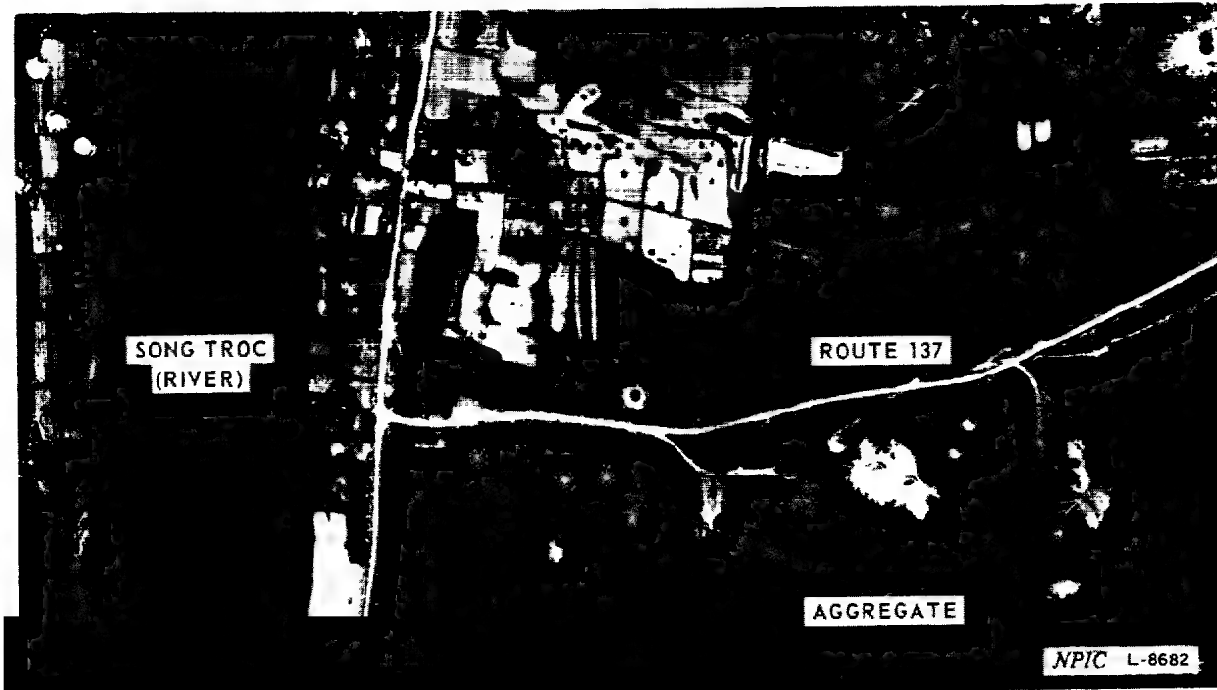


FIGURE 20. JUNCTION OF ROUTE 137 AND ROUTE 101 BY-PASS, NORTH VIETNAM

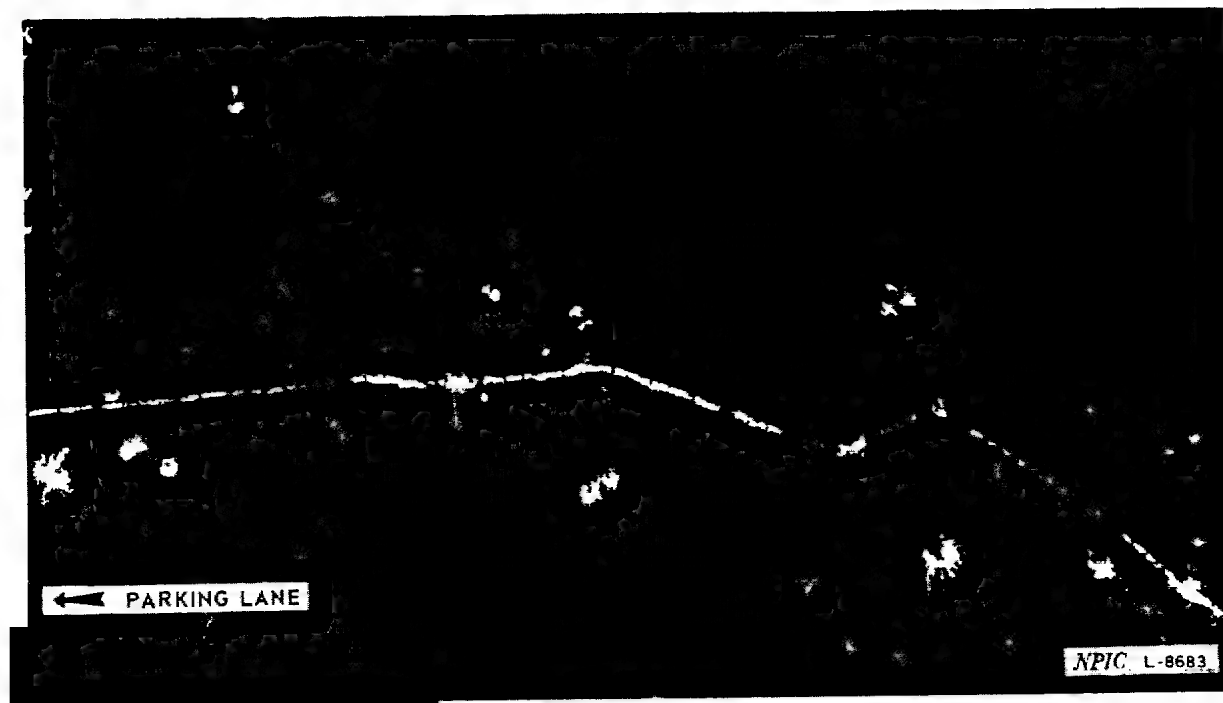


FIGURE 21. TRUCK PARK COMPLEX, ROUTE 137, NORTH VIETNAM

— MOTORABLE ROAD  
▲ CUMULATIVE NAUTICAL MILES

NORTH VIETNAM

ROUTE 101  
BY-PASS

ROUTE 101

AGGREGATE  
(FIG 20)

TRUCK PARK

TRUCK  
PARK COMPLEX  
(FIG 21)

PROBABLE  
REST AND REFUEL AREA

25X1D

5

TRUCK PARK

TRUCK PARK  
(FIG 22)

TRUCK PARK

ROUTE 137

TRUCK PARK

TRUCK PARKS

10

TRUCK PARK  
(FIG 23)

15

AMS SERIES I 7014  
SHEETS 6243 I, IV & 6244 II, III  
1ST EDITION 1965  
SCALE 1:50,000

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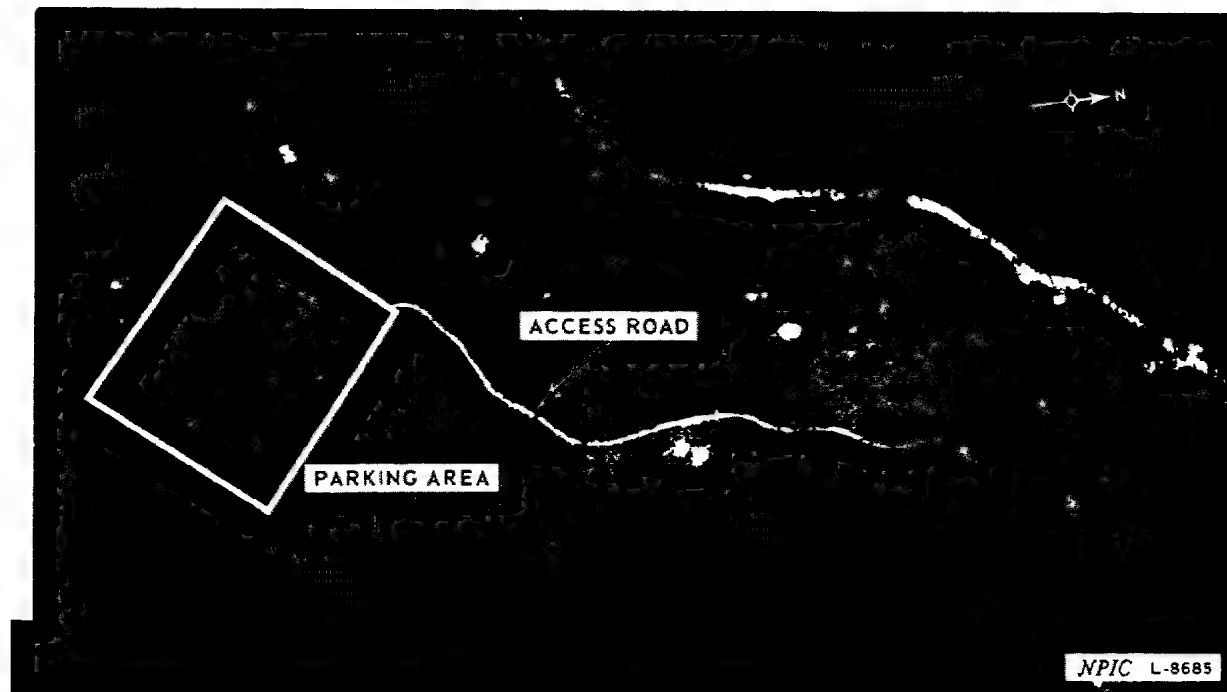
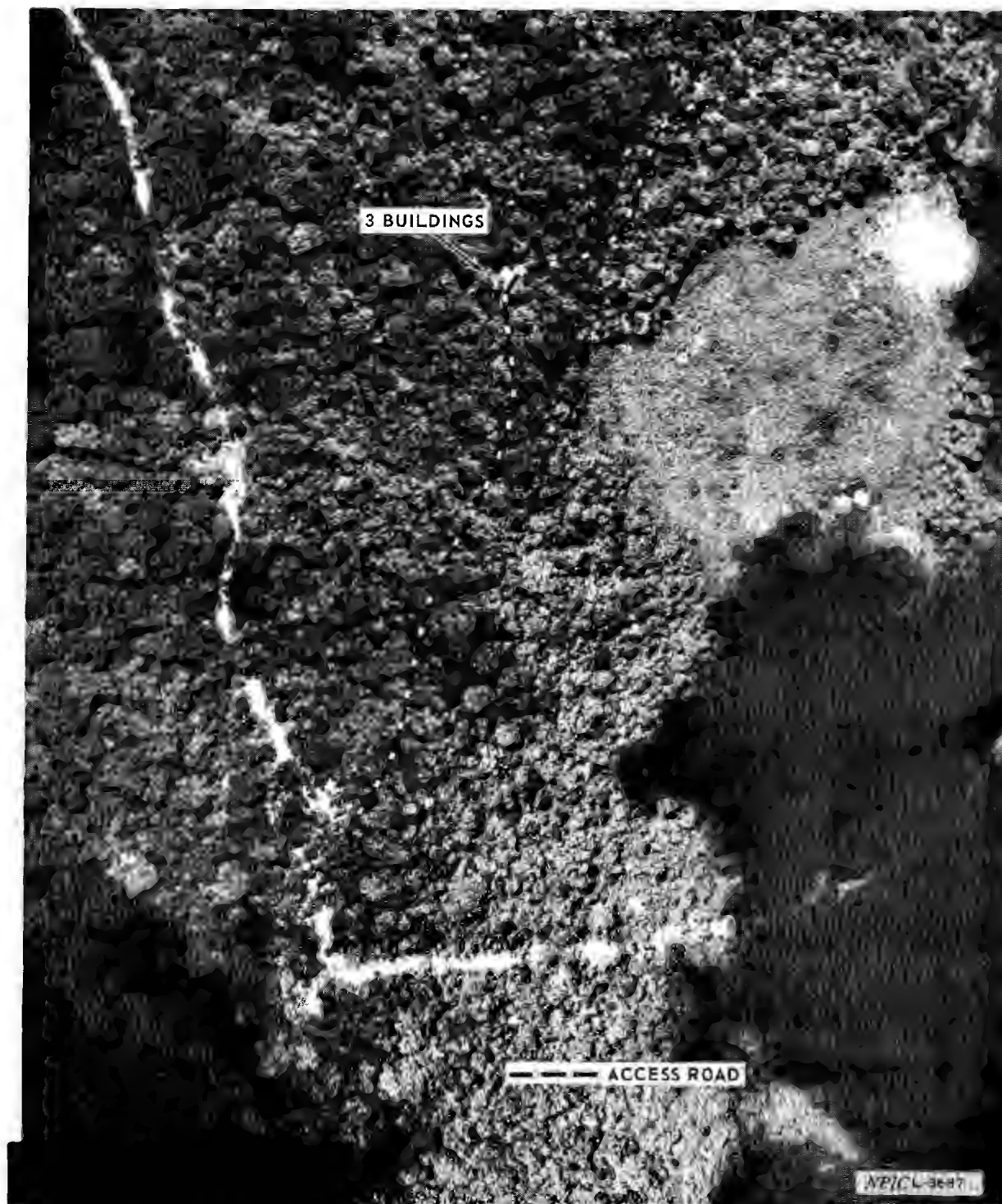


FIGURE 22. TRUCK PARK, ROUTE 137, NORTH VIETNAM



FIGURE 23. WINDING ROAD WITH PARKING LANES, ROUTE 137, NORTH VIETNAM



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FIGURE 24. PROBABLE REST AND REFUEL AREA, ROUTE 137, NORTH VIETNAM



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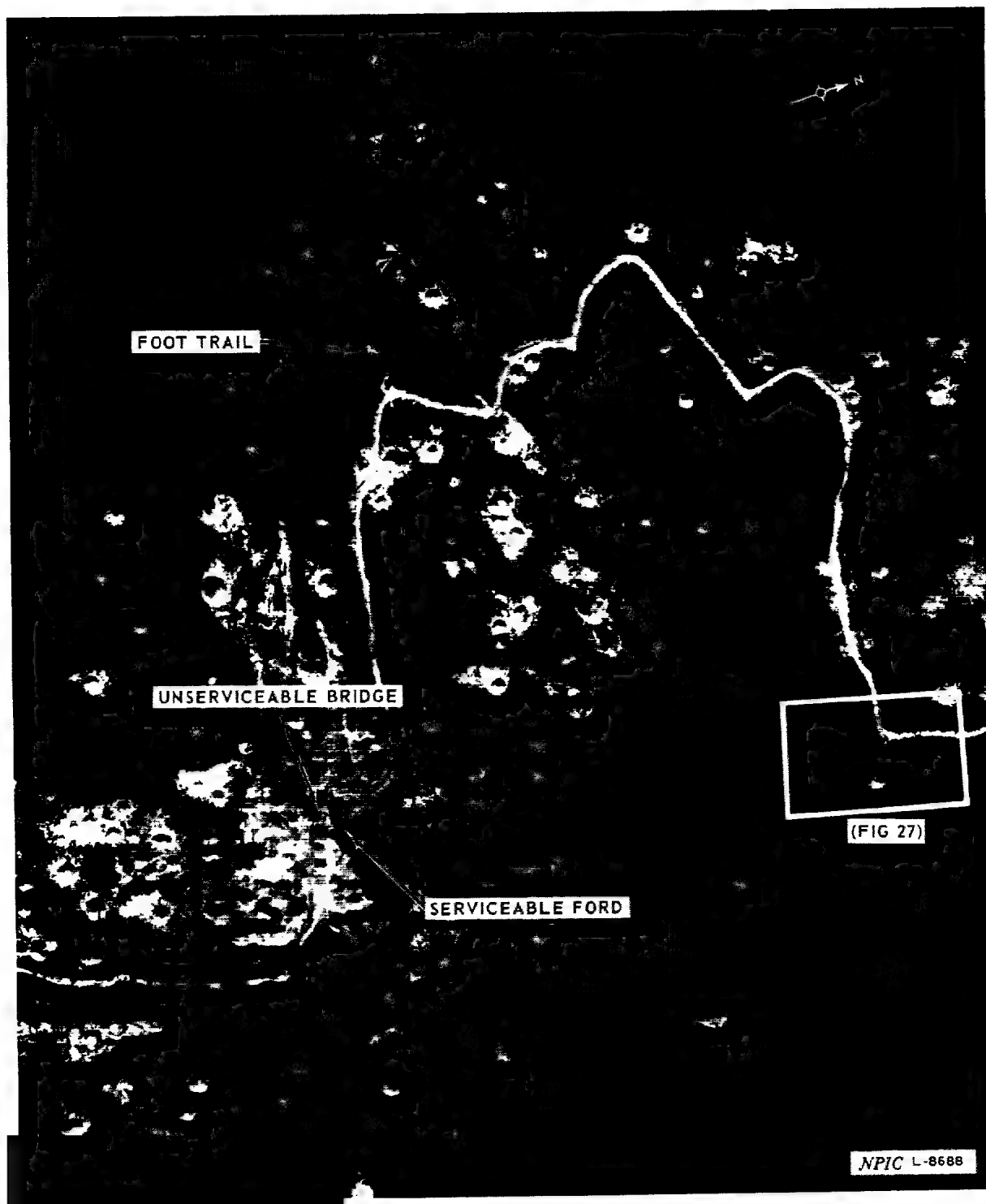
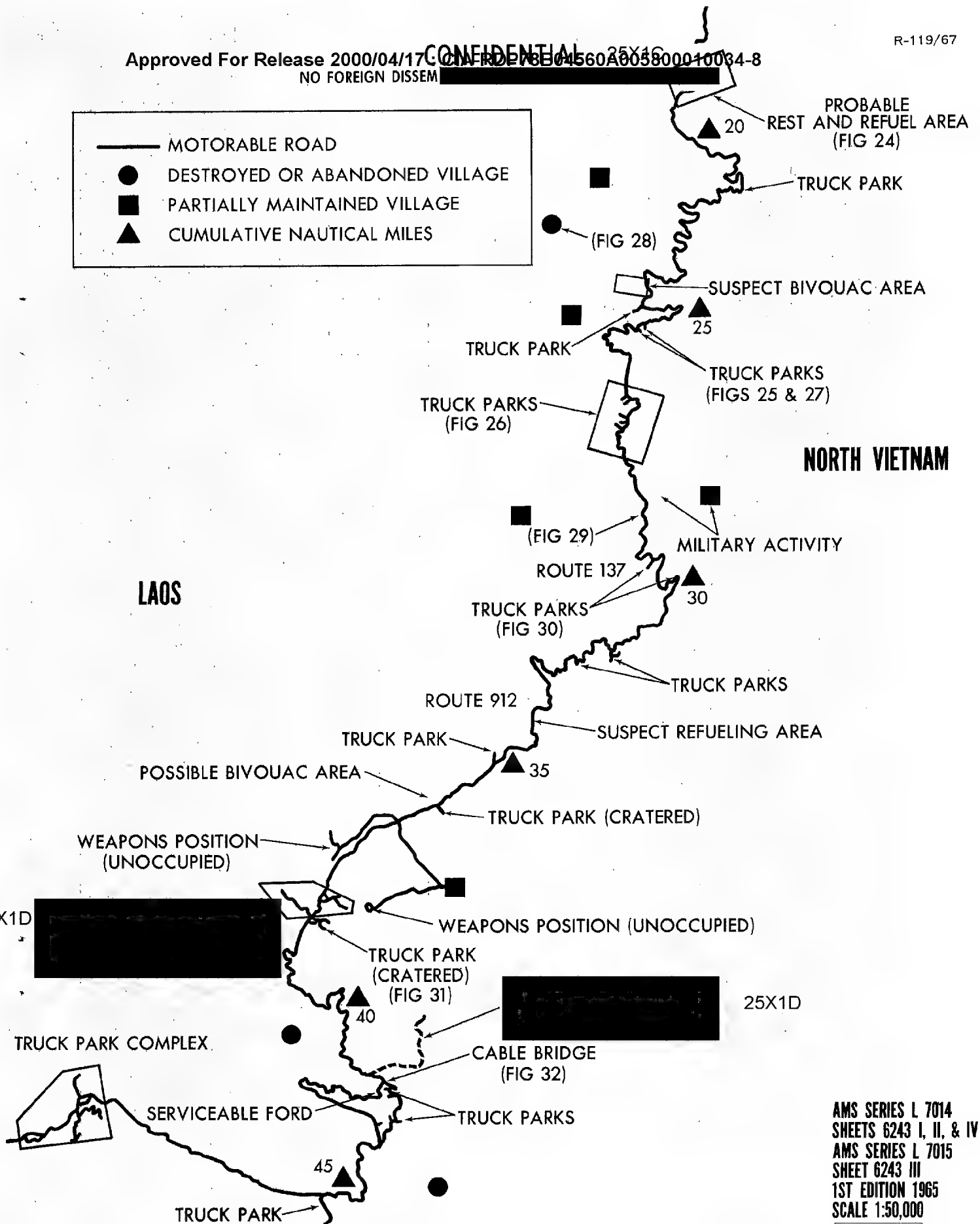
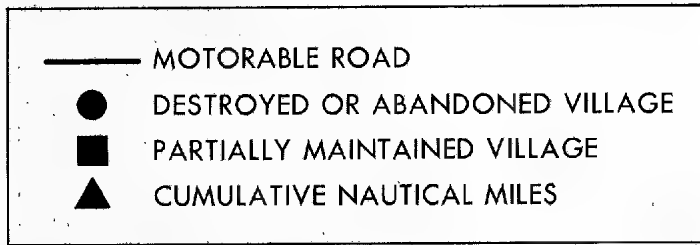


FIGURE 25. CO ROONG RIVER CROSSING, ROUTE 137, NORTH VIETNAM

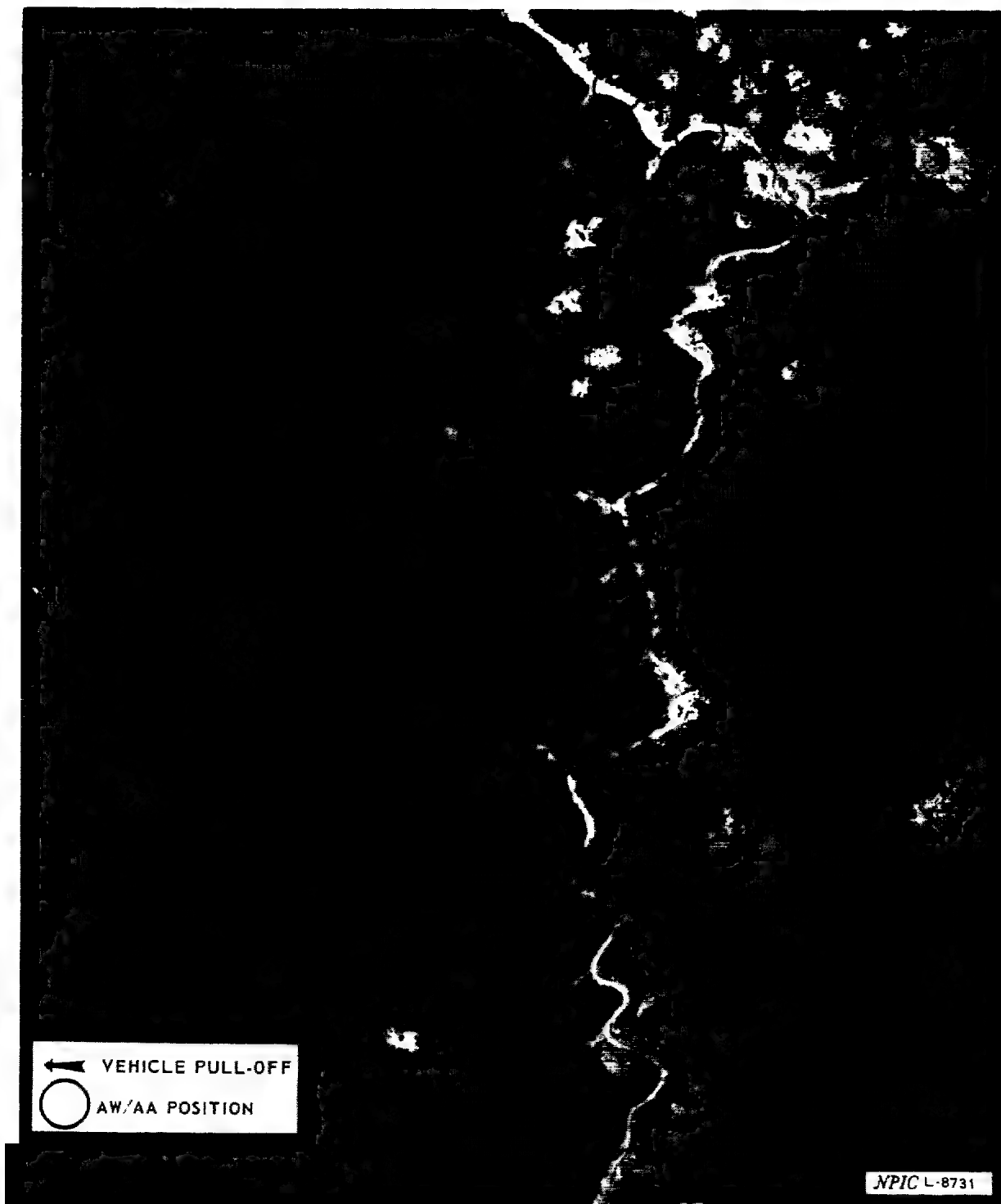
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SHEETS 6243 I, II, & IV  
AMS SERIES L 7015  
SHEET 6243 III  
1ST EDITION 1965  
SCALE 1:50,000

NPIC 8689



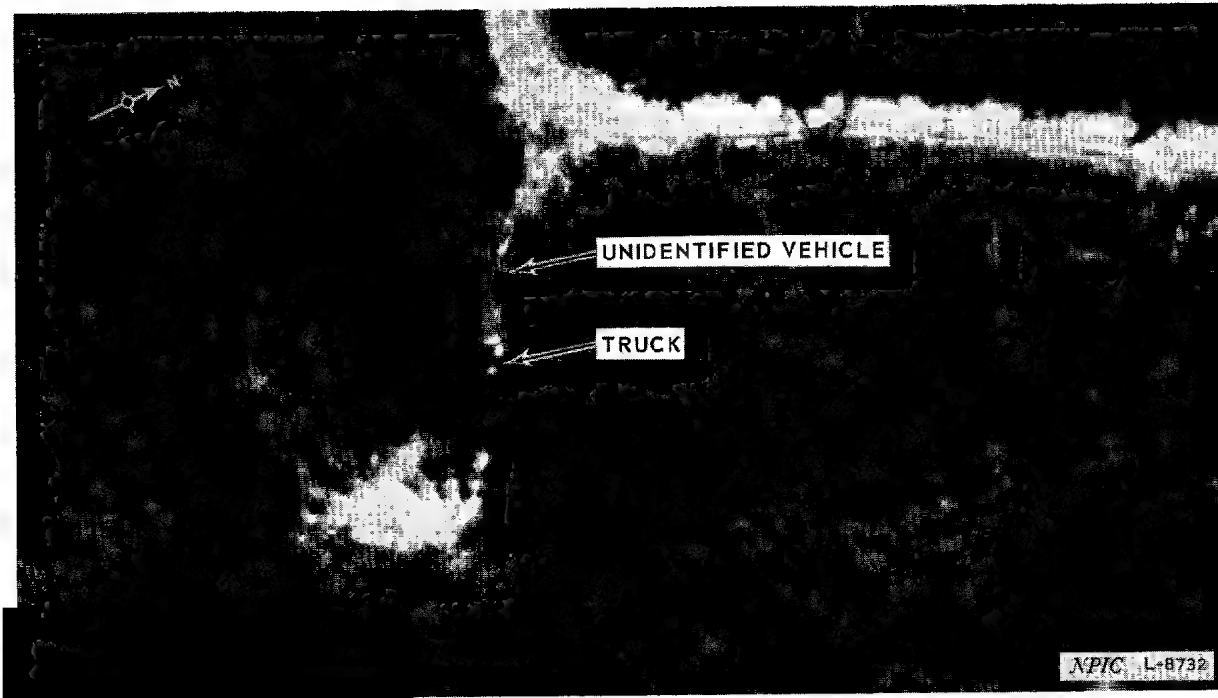
25X1D

FIGURE 26. VEHICLE PULL-OFF AREA, ROUTE 137, NORTH VIETNAM

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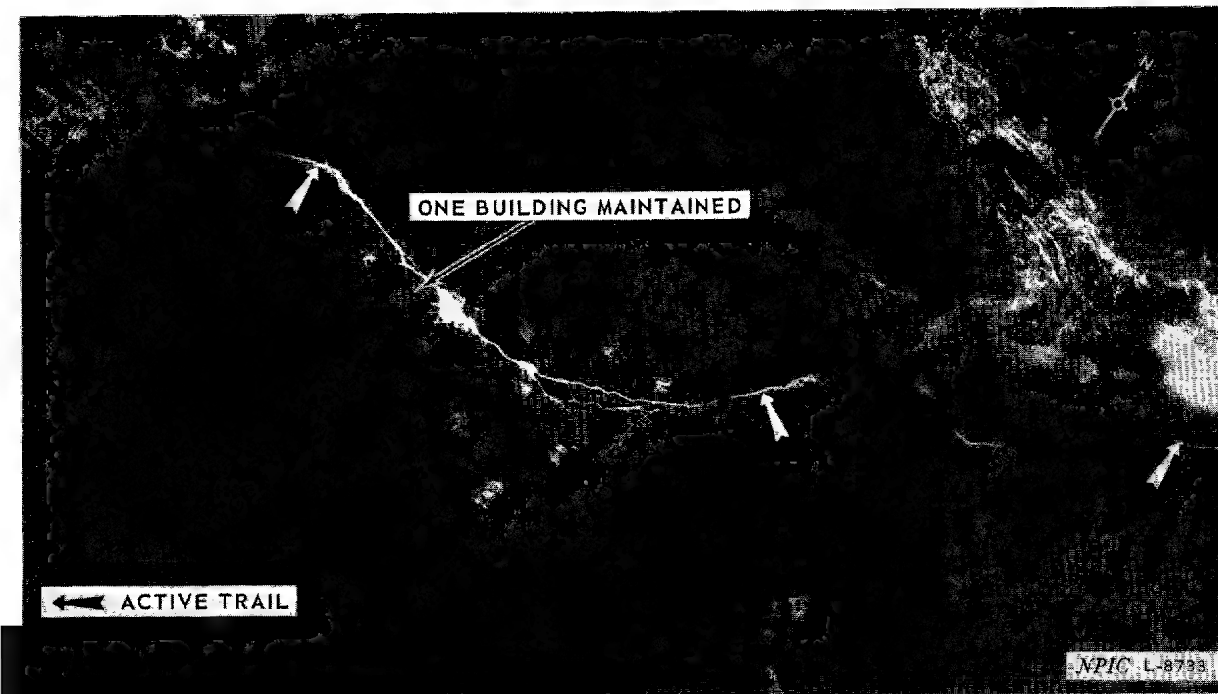
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25X1D

FIGURE 27. VEHICLES IN PULL-OFF, ROUTE 137, NORTH VIETNAM



25X1D

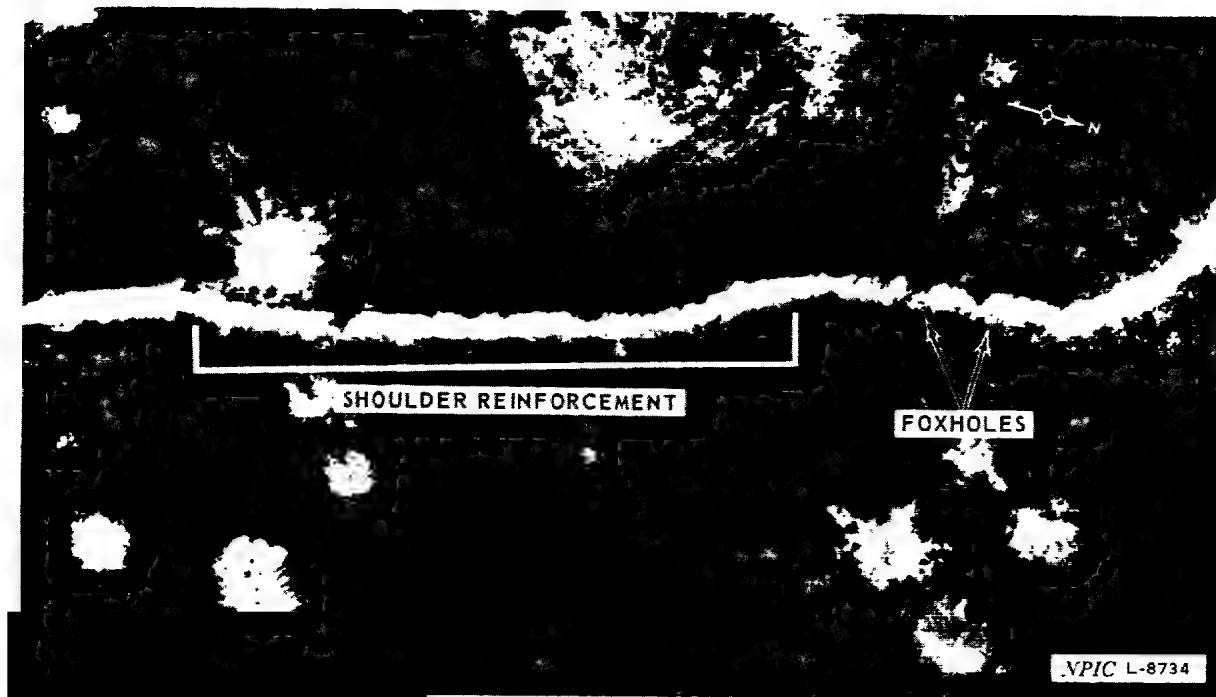
FIGURE 28. TYPICAL VILLAGE (UNNAMED), ROUTE 137 AREA, NORTH VIETNAM

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25X1D

FIGURE 29. IMPROVED ROAD SECTION, ROUTE 137, NORTH VIETNAM



25X1D

FIGURE 30. STREAM CROSSING, ROUTE 137, NORTH VIETNAM

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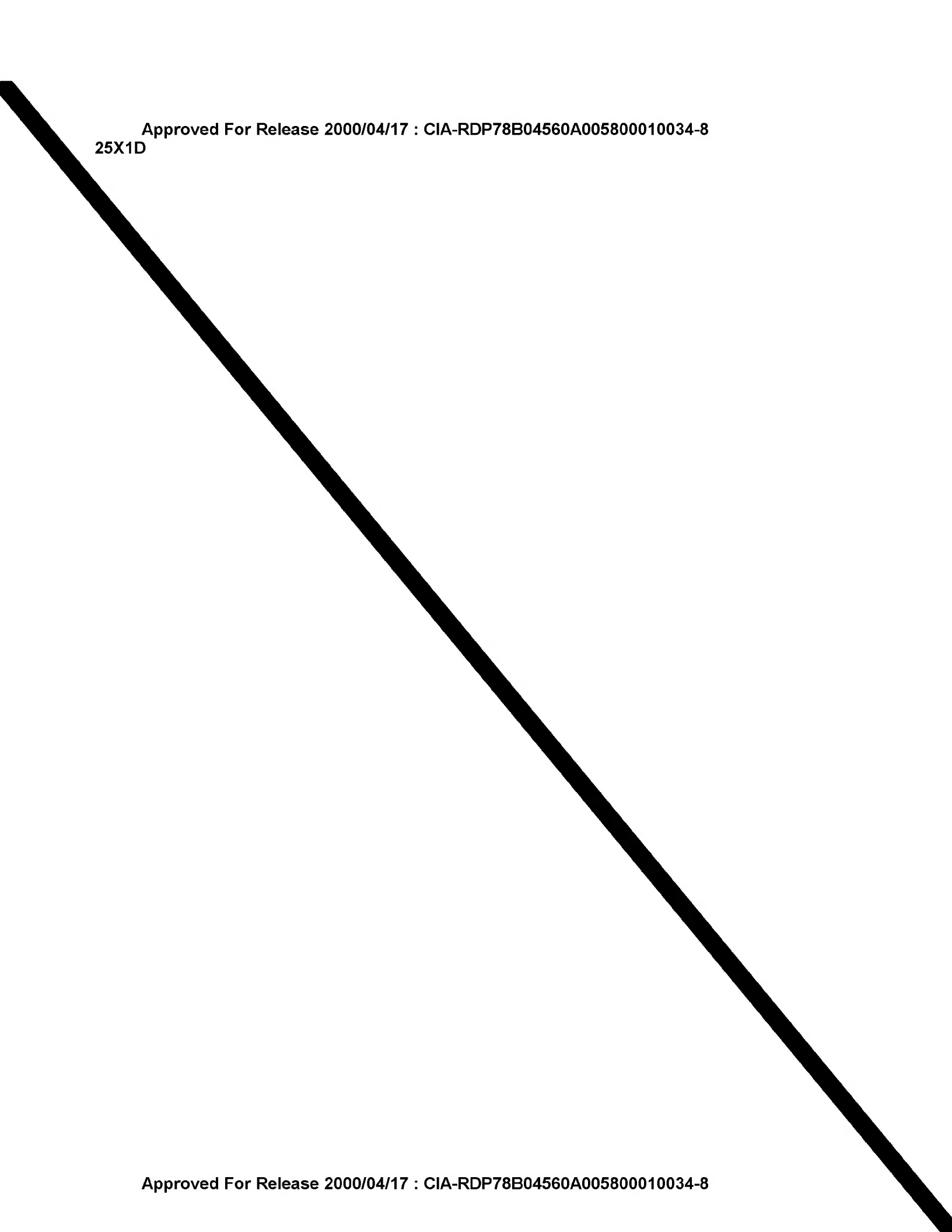
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FIGURE 32. ROAD CONSTRUCTION, RIVER CROSSINGS, ROUTE 912, LAOS



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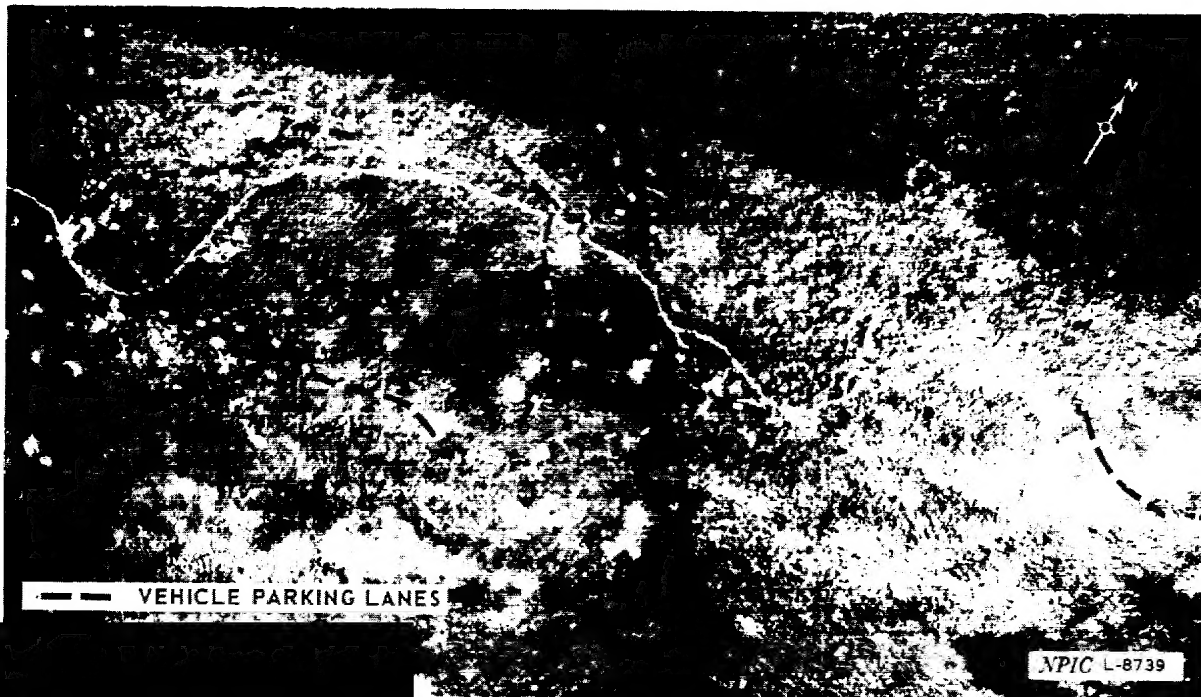


FIGURE 34. TRUCK PARK COMPLEX, ROUTE 912, LAOS

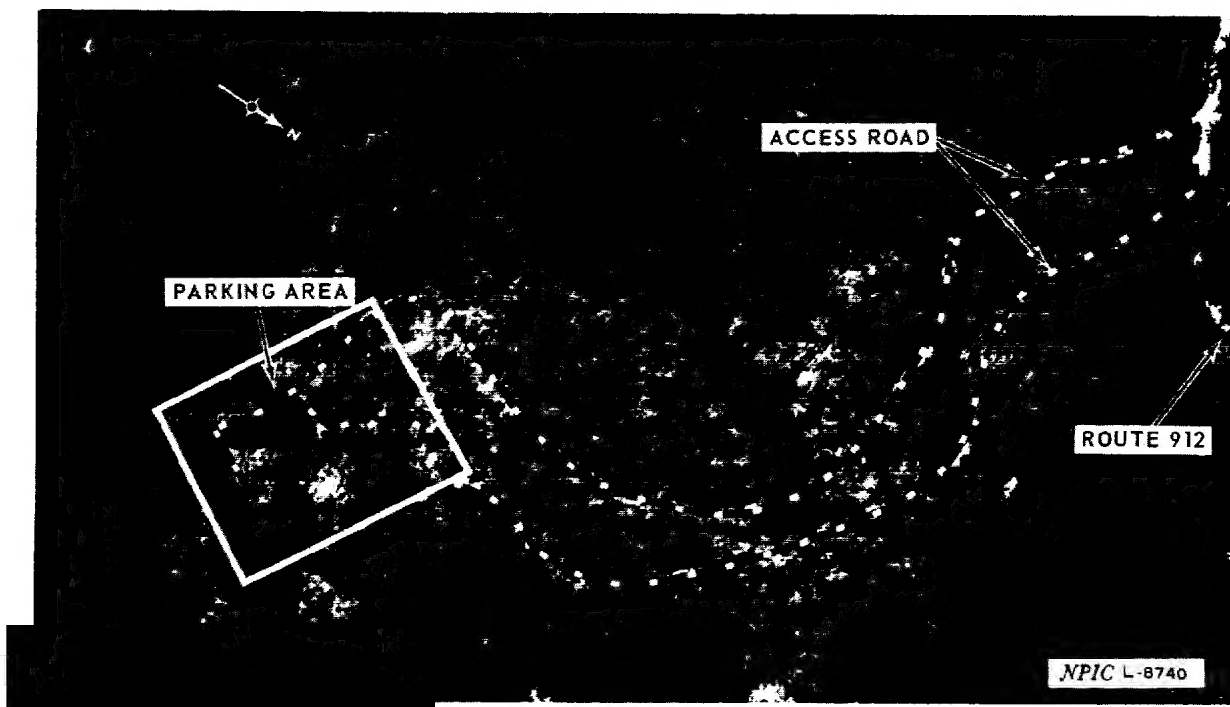


FIGURE 35. TRUCK PARK, ROUTE 912, LAOS

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